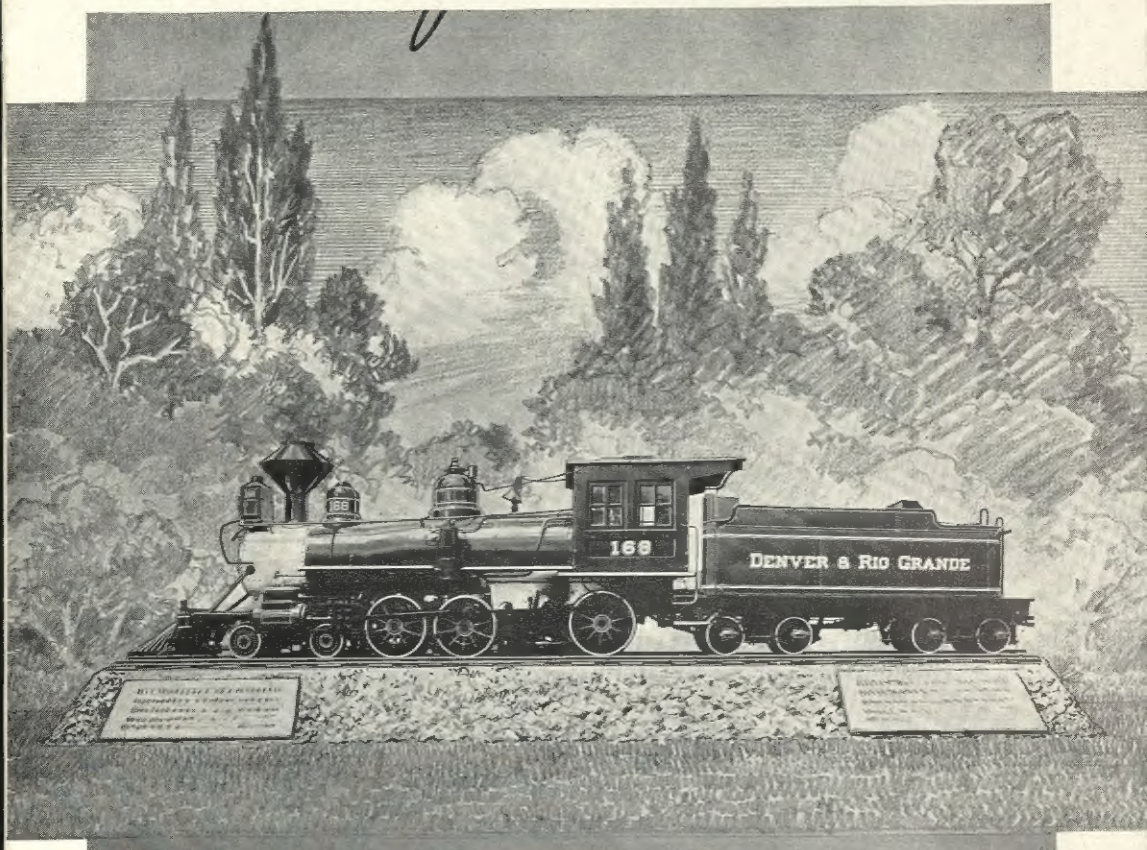
Engine No. 168 of THE RIO GRANDE



RIO GRANDE
ROYAL GORGE
MOFFAT TUNNEL
SCENIC LINE OF THE WORLD

PRESENTED TO THE

CITY OF COLORADO SPRINGS

AUGUST 1, 1938

BY THE

DENVER & RIO GRANDE WESTERN RAILROAD

EXECUTIVE CHAMBERS,
DENVER, COLORADO.

Executive Order

-- Proclamation --

The sixty second anniversary of the admittance of Colorado to Statehood will be observed August first, nineteen thirty-eight. Appropriately, this day has been chosen for ceremonies incident to presentation by The Denver & Rio Grande Western Railroad of narrow gage engine number 168 to the City of Colorado Springs. This engine, which pulled the First Rio Grande passenger train from Denver to Ogden, May 21, 1883, will be given a permanent place of honor by the City of Colorado Springs.

I am mindful of the splendid contribution of Colorado Springs and The Denver & Rio Grande Western Railroad to the progress and advancement of our commonwealth. General William Jackson Palmer, prophet of Colorado's greatness, was builder of the Rio Grande and founder of Colorado Springs, incorporated September 23, 1872. Bound together by the tie of common origin, the splendid city and modern railroad of 1938 symbolize the greatness of the State to which both have contributed so much in the past threescore years.

Regretful that official business takes me from my home state on its natal day, I hereby designate Honorable Lee Knous, Justice of the Colorado Supreme Court, Honorable George Saunders, Secretary of State, and Christopher F. Cusack, my personal representative, to greet officially the City of Colorado Springs and The Denver & Rio Grande Western Railroad on this auspicious occasion. I hereby further instruct that this communication be engrossed on parchment and be presented to the City of Colorado Springs.

Given under my hand, and the Executive Seal, this 25th day of July, A.D. 1938.

Teller Ammons.

GOVERNOR

William J. Palmer was born September 18, 1836, at Leipsic, Kent County, Delaware, and died March 13, 1909, in Colorado Springs, Colorado, the city he had founded and fostered.

LEAVING his post as private secretary to J. Edgar Thomson, president of the Pennsylvania Railroad Company, William J. Palmer received his commission as Colonel in the Union Army in 1861, serving with distinction and retiring with the rank of Brevet Brigadier General of Volunteers at the conclusion of hostilities. He received many offers to associate himself with various railway enterprises, and in August, 1865, became treasurer of the Union Pacific, Eastern Division. The name of the company was formally changed to the Kansas Pacific Railway Co. April 5, 1869, when General Palmer chose to manage construction of the road into Denver, rather than to remain in charge of the company's financial operations.

Like the true empire builder he was, General Palmer was not satisfied to call his work finished when the Kansas Pacific was completed from Kit Carson to Denver. He visioned a trunk line from Denver to Mexico City, a gigantic and daring proposition which was formally inaugurated with incorporation of the Denver & Rio Grande October 27, 1870.

The dramatic story of building the Rio Grande thru the Rockies is a saga of the West. The passage of years does not dim the brilliance of the record achieved by General Palmer, about whom a contemporary writer penned this tribute: "The task to which so few men were equal found in William J. Palmer one who mastered it with an ease that astonished his most ardent friends. His mind was everywhere and he himself almost omnipresent. Along the located lines, where the graders were at work; among the pineries of the Divide, where ties were being cut; among the rolling mills of Pennsylvania, where the steel rails were being made; in the banking houses of St. Louis, New York and Philadelphia, where money was being drawn and even across the Atlantic among the capitalists, the presence and influence of Palmer was felt and acknowledged. Wm. J. Palmer stands without a rival in any of the great requirements necessary for the building and completion of a Continental railway."

ENGINE 168—Type, T-12 (10-wheel); Whyte Classification, 4-6-0; Builder, Baldwin; Year Built, 1883; Original Cost, $10,770.00; Diameter of Cylinders, 14"; Stroke of Cylinders, 20"; Diameter of Drivers, 46"; Weight on Drivers, 50,643 pounds; Total Weight of Engine, 70,550 pounds; Tractive Power, 11,590 pounds; Boiler Pressure, 160 pounds; Total Weight Engine and Tender Loaded, 117,950 pounds; Total Length of Engine and Tender, 53' 4".

The Denver & Rio Grande Western Railroad

THE ROCKY MOUNTAINS, reaching loftiest heights and sublimest beauty along the crest of the Continental Divide, have exerted a profound influence upon development of transportation in Colorado, Utah, and New Mexico. The horse, first brought to amazed Indians by Coronado when he rode north from Old Mexico in 1542, became a pack animal because the crude travois (an Indian tepee stretched across poles fastened at one end to the sides of the horse) was not suited to mountain trails. Horses, mules and burros remained the sole means of commerce in the mountains until 1822, when wheeled vehicles appeared at Santa Fe, New Mexico, then the most populous western trading post. When the Mormon migration in 1847 and the California gold rush in 1849 established the two great cross-continent wagon routes, both touched the eastern corners of Colorado territory. But the Overland Trail veered north and the Santa Fe Trail turned south around the Rockies.

The blue horizon of distant peaks was a mysterious veil isolating this vast mountain empire when the first transcontinental railroad followed the Overland Trail around Colorado. Though the gold discoveries of 1858 and 1859 had lured treasure hunters, rail transportation into the mountains did not come until 1870, when General William J. Palmer conceived the idea of a trunk line beginning at Denver and terminating at Mexico City, capital of the Republic of Mexico. Since the projected route was quite clearly defined along the Rio Grande del Norte river, it was natural that the name should indicate the initial point and some principal objective. Hence the original designation, Denver and Rio Grande.

Sometimes transportation leads; sometimes follows the march of civilization. Between Denver and Pueblo, a territory then populated by less than 500 persons, the Rio Grande led. Grading started in March 1871, the road extending to Colorado Springs January 1, 1872; to Pueblo June 15, 1872. General Palmer founded Colorado Springs to become a national recreation center, a destiny richly fulfilled. He was responsible for formation of the Colorado Coal & Iron Co., predecessor of the modern Colorado Fuel & Iron Corporation, top-ranking industrial organization of the Intermountain West. First steel rails rolled at Pueblo were purchased by the "baby road."

Called the "baby road" because its builders had decided upon narrow gage track (3' 0" wide) instead of standard gage (4' 8½" wide), the Rio Grande was able to speedily and economically push its lines west and south, reaching Canon City in 1874, and El Moro (four miles from Trinidad) in 1876. It was now ready to lay rails over Raton Pass and tap the Rio Grande river valley, but prominence of the Leadville district as a mineral region created a clamor for rail transportation which could no longer be ignored. The

Rio Grande chose to follow the march of men into the Rockies, and all efforts were centered on extension west from Canon City.

Both the Rio Grande and the Santa Fe were struggling for a southern outlet through Raton Pass and a western outlet through the Royal Gorge. By agreement Raton Pass was left to the Santa Fe, but clash of ambitions on the western front finally terminated in the Royal Gorge War, a vivid chapter in railroad history. On the same day that Rio Grande graders started work in the Grand Canon of the Arkansas, a local subsidiary of the Santa Fe also began construction at the same place. A hand-to-hand conflict was precipitated, fortunately without casualties, and three weeks later, May 8, 1878, the U. S. Circuit Court handed down an opinion upholding the Santa Fe company. An appeal was taken to the U. S. Supreme Court, which on April 21, 1879, reversed the decision of the lower court and confirmed the rights claimed by the Denver & Rio Grande. Final settlement of the controversy came in February, 1880, when an agreement was executed prohibiting the Santa Fe, for a period of ten years, from building west from Canon City and prohibiting the Rio Grande for a like period from building south from Trinidad, or south from Espanola, New Mexico. Thus was the course of the Rio Grande permanently turned west.

In the meantime construction engineers in the heart of the Royal Gorge answered the roaring challenge of the Arkansas River with one of America's outstanding railroad engineering achievements. Finding nothing but the raging torrent of the river between sheer walls just thirty feet apart, they suspended a bridge paralleling the river and hanging to walls of the canon on either side. Considered one of the engineering marvels of the age, the Hanging Bridge has been a major factor in firmly establishing the Royal Gorge as America's best loved travel wonder.

Once the eyes of its founders had been turned west, every possible location through the mountains was surveyed, as the Rio Grande laid rails to almost every spot in the mountain region where mining development demanded transportation. The spirit of high adventure lightened hardships, the romance of achievement bolstered bold courage, the empire of the Intermountain West was reclaimed from a territory described in the '60s as an "impenetrable wilderness." Serving more of Colorado than any other railroad, the Rio Grande blankets southwestern Colorado, northern New Mexico and north central Utah with a network of steel highways.

Progress was rapid after 1881. The line from Leadville was extended west over Tennessee Pass to Glenwood Springs, but the original main line crossed Marshall Pass at an elevation of 10,856 feet, following the Gunnison River to its confluence with the Colorado at Grand Junction near the Utah border. In Utah, the Rio Grande Western, closely affiliated with the parent company, was formed in 1881. Small disconnected lines in the Salt Lake City region were unified and new lines were pushed east toward the Colorado border. The through narrow gage railroad, Denver to Ogden via Marshall Pass, 756.6 miles in length, was placed in operation May 21, 1883. It was thoroughly equipped with elegantly appointed passenger cars, including both standard and tourist Pullmans. So well was the new service received, that travelers christened the Rio Grande "Scenic Line of the World," a designation now universally recognized.

Standard gaging was imperative as it became evident that the Rio Grande was destined to become an important transcontinental railroad. The Royal Gorge Route, a through standard gage railroad, Denver to Ogden via Tennessee Pass (10,240 feet elevation), 782 miles in length, supplanted the original narrow gage route November 14, 1890.

The entire system is now standard gage with the exception of the lines from Alamosa to Durango, Silverton and Farmington, N. M.; from Alamosa to Santa Fe, N. M.; from Alamosa to Salida; from Salida to Gunnison, Montrose and Ouray in central Western

Colorado. These lines, 686 miles in length, constitute the longest narrow gage system in the United States. Because of the type of power and equipment used, they are considered the model pattern for all narrow gage operations in the world.

During all these years the high front range of the Rockies remained a relentless barrier to Denver's ambition for position on a transcontinental line directly west through the mountains. As early as the first year of the Civil War, Colorado's first territorial governor, William Gilpin, prophesied that some day trains would glide through a great bore under the Continental Divide in the vicinity of James Peak. Such a tunnel could not be privately financed, but the dream persisted and in 1902 David Moffat started building the Denver & Salt Lake Railway, crossing the divide at Corona Pass, 11,660 feet in elevation, then the highest standard gage railroad in the world. Construction was costly and the extreme expense of operation hindered the new line, which by 1913 reached only to Craig, in northwestern Colorado, far short of its Utah objective.

Then came decision by the people in the Denver area to finance the Moffat Tunnel. The great bore, 6.2 miles in length, was started in August 1923, and was completed in February 1928.

Denver's ambition for a direct transcontinental railroad was realized June 17, 1934, when the Denver & Rio Grande Western completed the Dotsero Cutoff, a new 38 mile railroad along the Colorado River connecting tracks of the Rio Grande at Dotsero, and the Moffat road at Orestod (Dotsero spelled backwards).

With inauguration of service via the Moffat Tunnel Route the Denver & Rio Grande Western made good a prophecy which had remained only a dream for 75 years. Finally the last barrier of the mountains was conquered. The direct transcontinental railroad, Denver to Ogden, 606.9 miles in length, became a reality.

No single factor has meant more to development of the Intermountain West; no railroad more adequately serves its local territory. The Rio Grande is a vital link in the several great transportation chains making up the direct central transcontinental routes. Through Salt Lake City and Ogden people and goods are transported to and from the Pacific Coast; the Royal Gorge route via the Pueblo gateway most important to Kansas City and St. Louis; the Moffat Tunnel route via the Denver gateway most important to Omaha and Chicago. Impressively entering the transportation scene through the Rockies, not around them, the Denver & Rio Grande Western has gained a leading role among American railroads, emerging from a glamorous past to a future promising increased usefulness.

ENGINE 1801—Type, M-68; Whyte Classification, 4-8-4; Builder, Baldwin; Year Built, 1938; Original Cost, $137,925.00; Size Cylinder, 26" x 30"; Diameter of Drivers, 73"; Weight on Drivers, 279,172 pounds; Weight on Engine Truck, 85,837 pounds; Weight on Trailer Truck, 114,360 pounds; Total Weight Engine and Tender Loaded, 873,360 pounds; Weight of Tender Loaded, 394,000 pounds; Tractive Power, 67,200 pounds; Boiler Pressure, 285 pounds; Water Capacity, 20,000 gallons; Coal capacity, 26 tons; Size of Firebox, 150½" x 102¼"; Grate Arch, 106 square feet; Total Heating Surface, 5,506 square feet; Total Length of Engine and Tender, 104' 8".

PROGRAM

□

Presentation of Rio Grande narrow-gage Engine No. 168
to the City of Colorado Springs.

* * *

COLORADO DAY

August First

Nineteen Hundred Thirty-eight

"America"..... Colorado Springs High School Band
Under Direction of Mr. Fred G. Fink.

Delivery of ashes from fire-box of Engine 168 to courier for delivery to the 120th Observation Squadron 45th Division Aviation, Colorado National Guard to be scattered to the four winds over Pikes Peak.

Introduction of Mr. Henry Swan as Master of Ceremonies..... Mr. Earl Mosley,
City Manager, Colorado Springs, Colorado.

Reading of Official Communication from Hon. Teller Ammons, Governor of Colorado; introduction of officials representing the State of Colorado..... Mr. Henry Swan,
Trustee, Denver and Rio Grande Western Railroad

Introduction Mr. Henry McAllister..... Mr. Henry Swan

Presentation Address..... Mr. Henry McAllister,
General Counsel, Denver and Rio Grande Western Railroad.

"Stars and Stripes Forever"..... Colorado Springs High School Band
Under Direction of Mr. Fred G. Fink.

Acceptance Address..... Hon. George Birdsall,
Mayor, City of Colorado Springs, Colorado.

"Colorado"..... Colorado Springs High School Band
Under Direction of Mr. Fred G. Fink.

Introduction of Robert S. Binkerd, Vice Pres. Baldwin Locomotive Works..... Mr. Henry Swan

Taps.

"Star Spangled Banner"..... Colorado Springs High School Band
Under Direction of Mr. Fred G. Fink.

COLORADO SPRINGS . . . . *visioned by General W. J. Palmer*—A DREAM COME TRUE

THE ideal spot for a model city," declared General Wm. J. Palmer in 1870 as he drank in the beauty of majestic Pikes Peak, the snow-capped mountain ranges in the distance, the far-flung plains as fascinating in their lights and shadows and ever-changing colorings as a restless sea.

Thus, of all the scenic spots in the world, the pioneer builder of the Rio Grande chose the present site of Colorado Springs as his own home, establishing there his beautiful estate, Glen Eyrie. The very year the "Montezuma," first locomotive of the Rio Grande, steamed into Colorado Springs, General Palmer began to plan and organize his model city. He envisioned it as a "City of Homes" sheltered and protected by Pikes Peak, a guardian sentinel watching over a joyous, happy people. He saw it as a great national recreation center attracting travelers from the world over to revel in the wonders of the Rockies. He dreamed of a beautiful city with wide tree-lined streets and broad boulevards stretching far into the hills—of big shady parks and many recreation centers where everyone could enjoy the great outdoors which he loved so well.

With such a future in mind, he laid out the townsite with wide streets and broad avenues, and planned many parks. He inserted in the deed to every town lot a clause prohibiting saloons. He founded Colorado College—established and guided early community interests. From pioneer days his one thought was to stamp the community as one of culture and refinement.

Colorado Springs has far outgrown the most optimistic dreams of its founder. It has become a "City of Beautiful Homes"—of fine public and private schools—of handsome public buildings. It ranks as one of the most renowned recreation and tourist centers in the nation. Pikes Peak, now known as America's most famous mountain, is a mecca for world travelers, the first spot sought out by visitors to the state. "The City of Sunshine" is now a nationally famed health resort—its delightful climate, invigorating sunshine and dry bracing air attracting thousands who seek and find renewed health and vigor. Here one regains his zest for living.

As an cultural and educational center Colorado Springs is selected by many who want to make their permanent home in a city offering such unique advantages for themselves and their children. Modern, up-to-date, it offers the comforts and conveniences, the recreations and pleasures and even the shopping facilities of a metropolis many times its size. With a population of 50,000 Colorado Springs is cited as the "wealthiest city per capita in the United States." Many people whose means would enable them to live anywhere, have selected Colorado Springs as the ideal city for the "good life."

Few places in the world offer such a variety of quickly and easily accessible natural beauties and scenic spots as Colorado Springs. A great system of city and mountain parks, originally conceived by General Palmer, now embraces thousands of acres with

Glen Eyrie, the Colorado Springs home of Gen. William J. Palmer.

Pikes Peak as viewed from Pikes Peak Avenue, Antlers Hotel in foreground.

broad highways criss-crossing like a great spider web, extending in every direction. Here everyone may share in the lavish gifts of nature. Motorists delight in the broad, smooth highways into the mountainous wonderlands. Bridle trails thread their way through fragrant pines and fluttering aspens. Picnickers find their comfort thoughtfully considered in both city and mountain recreation centers. North Cheyenne Canon, the High Drive and Bear Creek Canon, form a marvelous chain of parks with breath-taking views at every turn—all part of the comprehensive system planned by General Palmer.

Palmer Park, a gift to the city from General Palmer, is a tract of nearly seven hundred acres. Although it is penetrated to every corner by splendid motor highways, it has been maintained as far as possible in its primitive beauty. Natural rock fireplaces and concrete tables invite picnickers to spend a day amid the beauties of nature.

Another gift of General Palmer is Monument Valley Park, a strip of lawn and trees and shrubs and lakes, of shaded walks and children's playgrounds, bordering the Denver & Rio Grande Western tracks. It was designed as a park for the people, easily accessible, where pedestrians could find rest and recreation without the intrusion of vehicles of any kind. The lily pools and beautiful rock garden are worth a visit.

Most popular of its many Scenic Drives is the eighteen-mile trip over the world's highest scenic boulevard to the summit of Pikes Peak. One hundred and twenty years ago the discoverer of this majestic mountain, Lieutenant Pike, declared that no white man could ever scale its summit. Now the ascent of the 14,109 feet is made constantly by auto, by horseback, by hikers, by steam cog road. Here the world of the west spreads out—mountain ranges piercing the azure sky, fantastic rock formations in brilliant colorings, silver waterfalls and beyond, the plains shimmering under a golden sun. Ambitious sightseers who view the sunrise from Pikes Peak will have a memory to enrich a lifetime.

The very names of the scenic spots of the Pikes Peak region fire the imagination. The Garden of the Gods with its grotesque formations rising like cathedral spires is the work of incomparable artists—wind and rain and time. The Cave of the Winds is a veritable Alice-in-Wonderland adventure. Serpentine Drive, Seven Falls, the Pillars of Hercules, Bridal Veil Falls, Silver Cascade—all arouse one's exploring instincts.

The Shrine of the Sun memorial to Will Rogers, a rugged tower of imposing beauty and classic simplicity is the newest attraction on the winding Broadmoor and Cheyenne Mountain Highway.

Will Rogers Shrine of the Sun stands in dignified beauty on Cheyenne Mountain.

Another mecca for the visitor is Manitou Springs. Here is Ute Chief Spring into which the Great Spirit, according to Indian legend, put health and strength and renewed life for those who stop to drink. Snuggled at the foot of Pikes Peak, sheltered by lofty peaks, Manitou Springs combines the beauties of the Rockies with health-giving mineral waters and a singularly beneficial climate. The perfect resort!

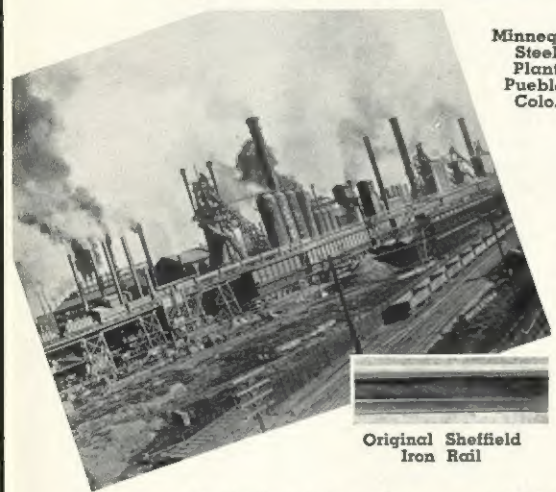
Cathedral Spires in the Garden of the Gods, Colorado Springs.

As a sports center Colorado Springs attracts thousands of enthusiasts who can indulge in their favorite recreation the year around. Golf takes on new meaning in the exhilirating atmosphere of the Rockies. For years a New Year's Golf Tournament has been an important sports event. Polo players say that in no other section of the country is there such a long playing season with so much comfort to both players and pony. Horseback riding and hiking on the scores of alluring trails are year-around pleasures. Skiing on the slopes of Pikes Peak is enjoyed six to eight months of the year. Swimming, fishing, big game hunting—all combine to make this region a sportsman's paradise.

Colorado Springs is winning an enviable reputation as an art, music and cultural center. The magnificent Fine Arts Center houses a beautiful theatre and many galleries where the country's finest works of art are exhibited.

Colorado College founded and fostered by General Palmer now has a commanding position among American educational institutions. With the idea of establishing an institution of higher learning as far-reaching in its influence as the older colleges of the East, General Palmer gave for the founding of Colorado College fifty-six acres of land in what has become the center of the best residential district. His total gifts have amounted to more than half a million dollars. The beautiful new Shove Memorial Chapel at the college adds another delightful "place to see" for visitors.

Colorado Springs is unique in its achievements—a metropolitan and cosmopolitan city in a setting of unsurpassed scenic grandeur—the nation's playground.



Minnequa Steel Plant Pueblo, Colo.

Original Sheffield Iron Rail

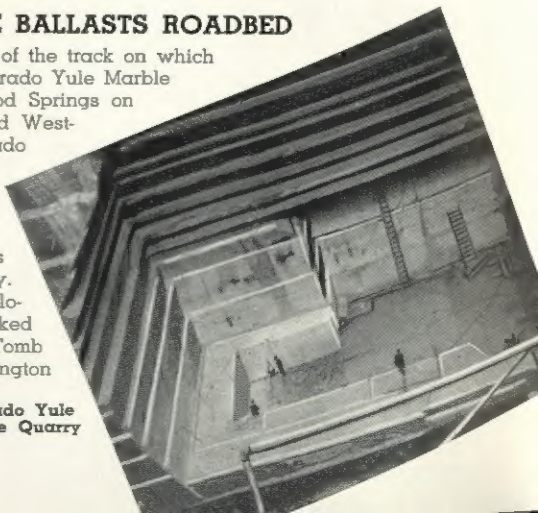
SHEFFIELD IRON RAILS USED FOR ORIGINAL RIO GRANDE TRACK

Engine No. 168 rests upon a few lengths of Sheffield iron rails from the original Rio Grande narrow gage track at Colorado Springs. Bought in Wales 68 years ago, these rails weighed only 30 pounds to the yard, little resembling the 131-pound steel of 1938 Rio Grande standard gage track. General Wm. J. Palmer, Rio Grande builder, while on his wedding trip to England in 1870, became impressed with the success of narrow gage railroads built by the English in India. Thus came about the "baby road," with narrow gage track (3 ft., 0 in. wide) instead of standard gage (4 ft., 8½ in. wide).

As the Rio Grande expanded and prospered, General Palmer pushed industrial development, and in 1879 formed the Colorado Coal and Iron Company at Pueblo. First steel rails rolled were used on the Rio Grande branch line between Durango and Silverton. General Palmer's company was the predecessor of the modern Colorado Fuel and Iron Corporation, nationally recognized as a foremost producer of steel rails, fencing, nails and similar products in large volume.

COLORADO YULE MARBLE BALLASTS ROADBED

The marble ballast used in the roadbed of the track on which engine No. 168 stands, came from the Colorado Yule Marble quarry, located 40 miles south of Glenwood Springs on the main line of The Denver & Rio Grand Western railroad. The pure white lustre of Colorado Yule Marble distinguishes many buildings throughout America, none more beautiful than those at the national capital. Hallowing the memory of the beloved martyr President, the Lincoln Memorial is world renowned for its architectural beauty. Raised from the unsullied depths of the Colorado Yule Marble quarry (from the spot marked "X" in the picture), the pure white marble Tomb of the Unknown Soldier is a shrine at Arlington National Cemetery.



Colorado Yule Marble Quarry

THE ROYAL GORGE

"So today, I am going for the third or fourth time, I have forgotten which, up thru the Royal Gorge, one of the finest scenic spots in the whole of the United States. More and more this scenery of ours in the Rocky Mountains is being recognized as a national asset by people all over the country. They are coming here for their vacation time."—Excerpt from address of President Franklin D. Roosevelt at Pueblo, Colorado, July 12, 1938.

The Royal Gorge, dominant factor in establishing the Denver & Rio Grande Western railroad as Scenic Line of the World, richly merits its position as America's best loved travel wonder. Nor is its claim to glory something new. The mighty chasm in the Grand Canyon of the Arkansas river was avidly sought as a route when railroads first came to the West. More than 60 years ago rival companies threatened to war for the right to build through the Gorge. The Rio Grande in 1880 finally established its claim and laid along the banks of the turbulent Arkansas river a railroad line which has become one of the wonders of the world.

THE ROYAL GORGE
Grand Canyon of the Arkansas River, Colorado

The Hanging Bridge is a marvel of man's mastery over nature. The entire roadbed is suspended from steel trusses braced in the canyon walls—where the walls are only 30 feet apart. Hanging Bridge attests the skill and daring of engineers who conceived this remarkable structure when the roaring waters of the Arkansas threatened to make the canyon forever impassable.

The World's Highest Bridge, spun like a spider's thread across the chasm, is 1,053 feet above the Rio Grande tracks. It is 1,250 feet in length and has an automobile thoroughfare 18 feet wide. It was completed in 1929, at a cost of $250,000.

The Royal Gorge Incline, recognized as the world's steepest railway, runs on an angle of 45 degrees 1,550 feet between the Hanging Bridge and the World's Highest Bridge. This funicular was built by a leading elevator manufacturer, and operates two cars with a capacity of 21 passengers each. The ride up or down the narrow defile between towering canyon walls is a scenic delight.

Little wonder that thousands come to marvel and to praise! To stand, awe-struck, in the narrow gorge and glimpse the silver streak of sky, far above. Or to stand, amazed, on the roadway of the World's Highest Bridge, and look down upon the Arkansas river, whose sand-laden waters carved the Royal Gorge through aeons of time.

Statue erected to the memory of General Wm. J. Palmer
Intersection of Nevada Avenue and Platte Street, Colorado Springs, Colo.

"Union Cavalry General. Pioneer Railroad Builder. Prophet of Colorado's greatness, he mapped the routes of three transcontinental railways, supervised the building of the first road to Denver, organized and constructed the Denver and Rio Grande Railroad, stimulated the state's industries, cherished its beauties, founded Colorado Springs, fostered Colorado College and served our sister republic of Mexico with sympathy and wisdom in developing its national railways."

—Inscription on bas relief at Colorado College, Colorado Springs, and railway stations at Denver, Salt Lake City and Mexico City.